



## NOTES

1. SEE CONSTRUCTION DRAWING STD MD 670.01 FOR RUMBLE STRIP DETAILS.
2. AT ENTRANCE AND EXIT TERMINALS, THE OUTSIDE SHOULDER PATTERN SHOULD BE EXTENDED TOWARD THE RAMP JUNCTURE AS FAR AS POSSIBLE, AND THEN SHIFTED OVER TO THE OUTSIDE SHOULDER OF THE TERMINAL AREA. THE "NOSE" OF AN ENTRANCE OR EXIT TERMINAL IS A LOGICAL REFERENCE POINT. ON EITHER TERMINAL EXTEND THE PATTERN 100' INTO THE TERMINAL AREA AND THEN TRANSFER TO THE OUTSIDE SHOULDER.
3. RUMBLE STRIPS, WHEN USED IN ADVANCE OF CRITICAL LOCATIONS, SUCH AS APPROACHES TO NARROW BRIDGES, IN GORE AREAS, AND AHEAD OF TRAFFIC BARRIER END TREATMENTS, SHOULD BE PLACED AS SHOWN.

SPECIFICATION 610		CATEGORY CODE ITEMS		<div>Maryland Department of Transportation</div> <div>STATE HIGHWAY ADMINISTRATION</div> <div>STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES</div> <div>LOCATION OF SHOULDER</div> <div>RUMBLE STRIPS AT</div> <div>CRITICAL LOCATIONS</div> <div>STANDARD NO. MD 670.02</div>
APPROVED		<div>Kirk G. McCall</div> <div>DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT</div>		
<div>SHA</div> <div>Division of State Highway Administration</div>	APPROVAL • SHA REVISIONS		APPROVAL • FEDERAL HIGHWAY ADMINISTRATION	
	APPROVAL 2-10-04		APPROVAL 3-31-04	
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